

MAKES PROTEST AGAINST VISITS

Assaults J. S. Wade Because He Calls on Child of Divorced Wife, It Is Charged.

William Bradshaw in February was paying attention to the divorced wife of J. S. Wade and was visiting her at her home at 532 Thirty-first street. Wade, by an order of the court, was permitted to see his child every so often and he made it a point to take all the court allowed.

Bradshaw objected to the visits made by Wade to his former wife, it is charged, and with W. E. Hess is alleged to have laid for Wade on the night of March 2 and to have beaten him severely, inflicting cuts and wounds about his head with other than fists as weapons. Bradshaw faced a charge of assault and battery in the police court today before Justice D. J. Cleveland after he had been arrested yesterday afternoon in a second avenue business house. He has been sought by the police since the night of the alleged assault.

Hess pleaded guilty to a charge of assault and battery in the police court on March 2 and was fined \$10. He asserts today that he was responsible for the condition of Wade and that Bradshaw was not near the scene of attack.

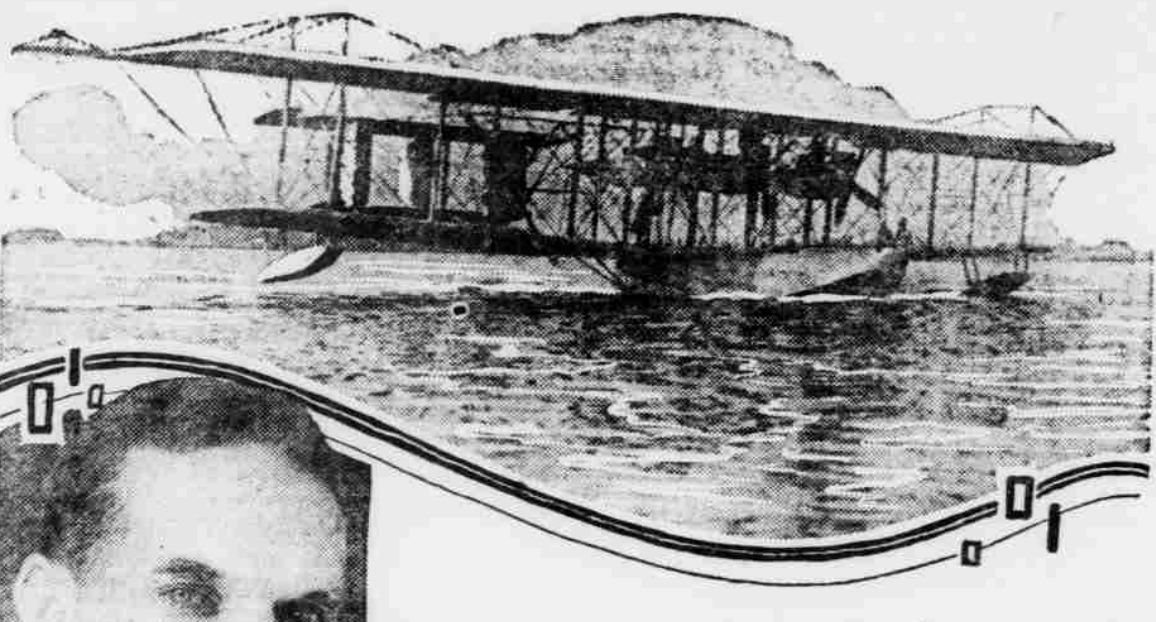
It was set forth by Hess that he ordered Wade from the house at 532 Thirty-first street on the occasion of one of his visits to see his child because he slanderously spoke to other male members of the household and continually spoke without cause to his wife about her "men friends."

Have Letter.

The complainant in the case charges that Bradshaw was angered over the visits that Wade made at his former wife's house and that he "planned" the assault together with Hess. A letter is to be introduced by H. M. McCaskrin, attorney for the complainant, which will prove, it is said, that Bradshaw had objected to visits made on Mrs. Wade by her ex-husband. The letter was written in February by Mrs. Wade to Bradshaw.

Testimony in the case was taken in police court last night. The case was reopened this morning, but was postponed until Monday because of the absence of a witness for the defense.

U. S. PREPARES GIANT SEAPLANE TO MAKE FIRST OCEAN FLIGHT



U. S. navy seaplane N. C. 1, and Commander John H. Towers in charge of contemplated trans-Atlantic flight of seaplane.



New York.—The U. S. navy hopes to be the first body to send an airplane across the Atlantic.

In an effort to beat competitors the navy recently withdrew its largest seaplane from the Aeronautical exposition at Madison Square garden. Now every effort is being made at the Rockaway naval training station to start the navy's flying boat on its trans-ocean course before Great Britain's dirigible or the machines of any other nation make the flight.

Inquiry as to the cause for withdrawing the navy's largest exhibit, the N. C. 1 at the last moment brought a statement from Secretary Daniels in Washington that his department wants the credit of making the first trans-ocean flight. Aviators and explorers agree that a successful trip over the Atlantic

would be one of the greatest feats of the century, and the name of the pilot making the flight would be written in histories for all time.

"The trial will be made in the N. C. 1 or a vessel of that type," said Secretary Daniels. "Reports that the start will be made in the next few days are slightly premature. It will be some weeks before we can start our flight."

The secretary did not say that the arrival in Newfoundland of a British expert to designate a landing place for a British machine of the nonrigid dirigible type soon to leave England for this side was the cause of withdrawing the N. C. 1 from the exposition.

It was learned, however, that the navy received word there was no time to be lost if the department is to get across the ocean ahead of the others. The days spent in transferring the giant N. C. 1 from Rockaway to Madison Square garden would be a waste of time that might prove fatal to their plans, navy officials said today.

The army, too, is making ready for a trans-ocean flight. Just what type of plane will be used has not been decided. Army officers and heads of the aircraft department were interested in many of the larger types of machines today. They would not commit themselves as to the army plans.

The N. C. 1 will receive an en-

durance test soon. It already has made successful flights as far as Washington and other points along the coast.

The navy has four separate machines of the same type. The N. C. 1 as originally built had an upper wing span of 126 feet and the lower wings had a span of 94 feet. The body of the craft is 84 feet long. The lower wing is 24 feet above the ground. It may be driven at will by two pilots sitting side by side and can carry a crew of five men in its enclosed cabin.

The N. C. 1 has carried in sustained flight 51 passengers and has made 85 miles an hour. It climbs at the rate of 2,000 feet in 10 minutes. Commander John H. Towers is in charge of the overseas flight.

The army is building its plane which probably will be of the Glenn-Martin bombing type, and strictly a land machine with no pontoons.

While the navy craft is expected to make the 1,800 miles between Newfoundland and Ireland in about fifteen hours, the army plane will be compelled, say experts, to make it in jumps, taking the Azores route and landing either in England or France.

The naval flight will start from Far Rockaway. Just where the army will launch its craft has not been decided.

PROGRESS SHOWN ON SENIOR PLAY THIS LAST WEEK

During the past week much progress has been made upon preparation for the Rock Island high school class play "The Fortune Hunter," which will be given by the senior class on the nights of April 24 and 25. All members of the staff and cast are rehearsing every night and the play is rapidly coming into shape.

The advertising committee is planning upon a very unique advertising campaign, to be launched early in April. Plans have been completed for methods of advertising and material is now in the hands of the printers. The business manager and assistant have under consideration a ticket selling plan which also is to be given out and practically every student of the high school will be selling tickets for the play.

"The Fortune Hunter" was written by Winchell Smith and is a four act comedy, rich and humorous, and a real life story. Appended is given the cast and staff for the play with latest corrections and additions:

Howard Holcombe, Agatha Pedersen, Raymond Reitz, Marvin Lincke, Norman Timmerman, Julius Levenstein, Francis Dunn, Daniel Murphy, Paul Anderson, Reid Ray, Ralph Benson, Richard Sinn, Carl Erbstein, Marion Brown and Rose Ziffrin.

Business manager—Meredith Ackley.

Assistant business manager—Keith Nelson.

Committee on advertising—Paul Sommers, Reid Ray, Francis Dunn, Property—John Littig.

Coach—Miss Iva Pearce.

OCEAN FLIGHT FORESEEN.

Washington, March 15.—Before leaving for New York, enroute to France, Secretary Daniels said the first trans-Atlantic flight is in sight.

"BLISTER" DEVICES, INVENTED BY BRITISH, SAVED MANY SHIPS FROM DESTRUCTION BEFORE WAR STOPPED

London.—One of the most successful devices invented by British naval experts in the war time was one known as a "blister," and served to protect ships against torpedoes. It is an outer steel casing fitted to the sides of ships. All of its technical details of construction have not been revealed, but naval experts assert that ships equipped with blisters run no greater risk from undersea attacks than from surface fighting dangers. In the war the Germans torpedoed several blister ships, but in every case, it is asserted, the vessels were able to reach port and be repaired.

Sir E. H. T. D'Eyncourt, director of naval construction, invented the blister, which was first attached to four old cruisers. Patiently the navy waited for a test for two years; then, in June, 1917, the cruiser Grafton was steaming at 10 knots was struck amidships by a torpedo fired from a German submarine only 30 yards distant. The blister, which stuck out from the cruiser's side about 15 feet, exploded the torpedo, and the Grafton steamed back to port with only a slight list.

Improvements were made on the blisters and they were fitted to the sister monitors Erebus and Terror. Both these vessels, mounting 15-inch guns, bombarded the Belgian coast for months. Both were torpedoed within a week and but for the protecting blisters they would have been sunk. Three torpedoes struck the Erebus, two hitting the fore part of the monitor where the blister tapered off. As a precaution the Erebus was beached, but it was afterward found that she was less severely damaged than had been thought and she was subsequently repaired. No ship ever before survived three torpedoes.

The navy now has about 50 blis-

ter ships in commission, including the first battle cruiser squadron. The new dreadnaughts Rodney, Howe and Hood are being fitted also with blisters.

A self-propelling projectile charged with 500 pounds of T. N. T. was perfected by the naval experts only a short time before the armistice was signed. It is believed to have strengthened materially the power and effectiveness of the British fleet. The projectile can be discharged without concussion from small boats or a light platform, exploding on the contact, or when fitted with a special device, below the water, thus serving the purpose of a depth charge.

An apparatus for throwing a flame for a distance of 240 feet, as water is thrown from a hose, was rigged on one of the vessels that took part in the raid on Zeebrugge. But before it could be used a shell from the enemy batteries put it out of action.

Another invention is a gun to fire signals from submerged submarines. It sends a star shell 300 feet into the air.

Several kinds of smoke screens were invented, most of them for the purpose of baffling U-boats. A powerful flare equal to a million candle power was another achievement of the naval inventors which was used with great effect against enemy submarines waiting on the surface at night to attack merchant ships. These flares, suddenly ignited, turned night into day, and in the Straits of Dover alone 17 U-boats were caught by their aid and sunk.

The work of developing these inventions was carried on by the Royal naval experimental station near London. Its staff comprised of 25 officers and 1,050 men, all experts either in research or constructional work, most of them being chemists or engineers.

SHOT 'TIGER'; TO PAY WITH LIFE

Emile Cottin, Would-be Assassin of Premier Clemenceau Is Sentenced to Death.

Paris, March 15.—Emile Cottin, who recently made an attempt upon the life of Premier Georges Clemenceau, has been sentenced to death by the court martial which was trying him. The verdict of the court martial was unanimous.

Cottin first conceived the idea of shooting the premier in May, 1918, according to an official record read at the court martial. In May, 1918, the employees of aviation factories were on strike. Cottin practiced shooting after that, it was said. When the court martial opened the clerk read the report describing the attempt on the premier. The report showed that Cottin fired twice without moving, and then fired five times while running behind the automobile, to which he was so close that one witness believed he had jumped on the rear of the car.

It was shown that Cottin aimed at the seat in which Premier Clemenceau was sitting and fired so accurately that two bullets almost touched it.

"Rarely has a crime," says the report, "been accomplished with more sustained premeditation, more mature design, and more implacable tenacity, with a certainty of method which it seemed would infallibly lead to a fatal result."

Cottin is described as "primitive, vain, and conceited and believing himself omniscient." He was able to earn a good living, but "finding society badly organized," was desirous of destroying everything. The expert medical report unreservedly held Cottin responsible for his actions.

IDEAL heat "for all the people"



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The IDEAL ARCOLA takes the place of a parlor stove. But a stove wastes much of its heat up the chimney, whereas the IDEAL ARCOLA is water-jacketed, and conveys its heat by hot water circulation through pipe-connected AMERICAN Radiators stationed in the adjoining rooms. Every bit of the big volume of heat developed from each pound of fuel is therefore made useful in keeping ALL the rooms uniformly, healthfully warm. There is no coal-waste. The IDEAL ARCOLA does not rust out or wear out—will outlast the building—is a genuine, permanent investment!

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The beauty of the IDEAL ARCOLA method is that no cellar is needed. Everything is on one floor. The ARCOLA is placed in any room that has a chimney connection. No running to cellar. If there are two or more tenants in the building, each can have his own ARCOLA and make the temperature to suit his own needs—can make his own climate! If you do not wish at first to heat the entire building, buy a small size IDEAL ARCOLA and later on buy extra sections for the IDEAL ARCOLA and two or three more radiators to warm more rooms.

Cleanly heating—healthful heating—free from fire risks!

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